

***PUBLIC
INVOLVEMENT
MEETING***

East/West Howard Avenue, City of Milwaukee
S. 6th Street to S. Clement Avenue
Project ID 2395-05-01
Milwaukee County



June 6, 2022, 5:30 - 7:30 P.M.

Bay View Montessori School
357 E. Howard Avenue, Gymnasium
Milwaukee, WI

WELCOME

Public Involvement Meeting #3

Welcome to the public involvement meeting for the Howard Avenue reconstruction project. The City of Milwaukee and the Wisconsin Department of Transportation (WisDOT) are in the process of designing an improvement project on East/West Howard Avenue, from S. 6th Street to S. Clement Avenue. We invite you to view the exhibits, talk with the City of Milwaukee and WisDOT staff, ask questions, and provide comments.

The purpose of today's meeting is to:

- Update attendees on the project status since Public Involvement Meeting #2 (05/11/2021)
- Present the preferred design alternative and proposed improvements
- Obtain comments, concerns, or suggestions
- Answer questions regarding the project

Project Basics

- 4-lane divided roadway with grass median and sidewalks on both sides
- 17 total intersections, 7 signalized
- Right of Way: 100 ft
- Howard Avenue is classified as a minor arterial from S. 6th Street to I-94 and from S. Howell Avenue to S. Clement Avenue. Between I-94 and Howell Avenue, Howard Avenue is classified as a principal arterial.
- Local Oversize-Overweight (OSOW) Truck Route from S. 6th Street to S. Howell Avenue
- Project corridor located within the 13th and 14th aldermanic districts of Milwaukee

Current Road Conditions



Bike Accommodations: No



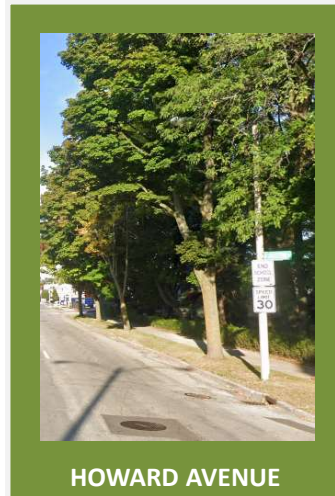
Bus Route: No



Average Daily Traffic Count:
12,500 – 23,100 Vehicles



Posted Speed: 30mph



HOWARD AVENUE

PROJECT NEED & PREFERRED DESIGN ALTERNATIVE

Project Need

Howard Avenue from 6th Street to Clement Avenue is currently an urban, 4-lane, divided roadway with grass medians and 5-foot walks on both sides. The City of Milwaukee records indicate that the roadway was originally built in 1923 as a 2-lane facility and expanded by 1947 to a 4-lane facility. The roadway has had multiple overlays, the last of which occurred in 1992.

The existing pavement structure of the roadway is in poor condition and is in need of rehabilitation. The extensive rutting, reflective cracking, and settling has resulted in a rough ride and ponding of water during rain events and snow melt causing unsafe conditions. Addressing the numerous pavement ride and quality deficiencies is needed. Continuing to maintain through rehabilitation (asphaltic overlays) is no longer cost-effective.

Additionally, many of the public utilities within the project limits are outdated or in poor condition. Drainage structures, traffic signals, street lighting, and City underground conduit (CUC) facilities are in need of improvement.

Lastly, the existing roadway does not provide bicycle accommodations throughout the project limits. Sidewalks are present on both sides of the street, and existing curb ramps are not compliant with current Americans with Disabilities Act (ADA) standards.



DETERIORATED PAVEMENT

Proposed Improvement

The proposed improvements of East/West Howard Avenue from S. 6th Street to S. Clement Avenue consist of removing and replacing the current pavement and base. Curb and gutter, storm sewer inlets and laterals, traffic lighting, and driveway approaches will be replaced as necessary. Sidewalk will be replaced as necessary and all pedestrian ramps will be reconstructed. Traffic signal upgrades will take place at the 7 signalized intersections. The I-94 overpass and ramps were recently completed as part of a freeway project and further construction in those areas is not anticipated.

PROJECT GOALS, FUNDING, & SCHEDULE

Project Goals

- Upgrade pavement conditions, drainage, traffic signals, and street lighting
- Better organize all modes of traffic
- Improve visibility for all users
- Make travel safe and comfortable for everyone

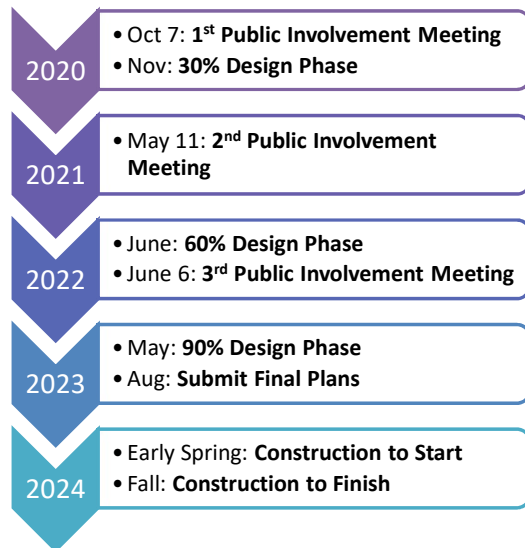
Project Funding

Project funding sources are Federal/State and Municipal (City of Milwaukee). The approximate funding breakdown for the preliminary engineering and construction activities are as follows:

Preliminary Engineering: 80% Federal/State and 20% Municipal

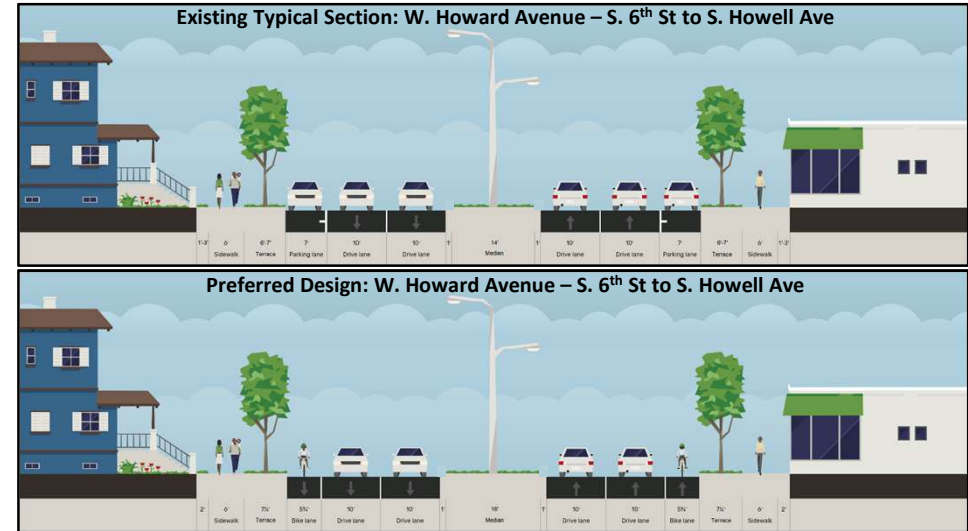
Construction: 80% Federal/State and 20% Municipal

Project Schedule

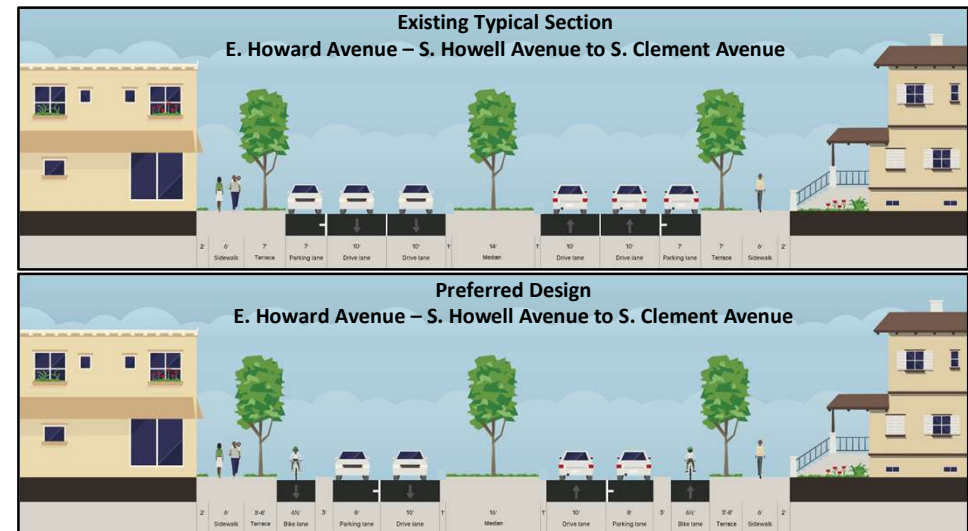


Today!

PREFERRED DESIGN



Two travel lanes in each direction will be provided with on street bike lanes. The median will be 2-ft wider, and the terraces on either side of the roadway will each be approximately 1-ft wider. Parking will be removed from this section of Howard.



One travel lane in each direction will be provided with parking on both sides of the road. Raised, protected bike lanes will be installed behind the curb. The median will be 2-ft wider, and the terraces on either side of the roadway will each be approximately 1-ft narrower.

PROPOSED IMPROVEMENTS



**CURB EXTENSION
(BUMP OUT) EXAMPLE**

Curb Extensions (bump-outs)

Curb extensions are being proposed at select corridor locations to:

- Increase pedestrian visibility by preventing people from parking too close to crosswalks,
- Reduce crossing distances and decrease pedestrian exposure to motorists,
- Prevent illegal passing on the right in the parking lane, and
- Encourage slower motorists speeds while making turns at intersections and driving along the corridor.

Sidewalk Replacement

Sidewalk will be replaced based on condition, grade change, and to meet Americans with Disabilities Act (ADA) standards.

Curb Ramps

Existing curb ramps are not all in compliance with current ADA standards. The proposed improvement will replace all deficient ramps with ADA compliant curb ramps.



DEFICIENT CURB RAMP



COMPLIANT CURB RAMP



**HIGH VISIBILITY
CROSSWALK EXAMPLE**

Crosswalks

Improvements may include high visibility crosswalk markings and signage to improve pedestrian safety.

Drainage Improvements

The existing storm sewer lateral pipes are undersized and will be replaced with new pipes that meet current design standards. The inlets along the project will be replaced as well.

Traffic Signal and Sign Upgrades

The 7 signalized intersections will be upgraded to include monotube mast arms. Monotube mast arms provide clear direction with a signal face over each lane and flashing yellow arrows for left turn lanes.



**UPGRADED TRAFFIC
SIGNAL EXAMPLE**

QUESTIONS FROM PREVIOUS PUBLIC INVOLVEMENT MEETINGS

This is the Garden District – Can you keep the medians and keep as many trees as possible?

The medians will remain and actually be 2-ft wider along the project corridor. The terrace widths will vary slightly from existing, and impacts to trees will be minimized.

What will be done to improve crosswalks?

High visibility crosswalk markings will be used to make crosswalks clear and easily seen.

Will raised bike lanes be incorporated into the final design?

Yes, protected, raised bike lanes will be installed along Howard Avenue from Howell Avenue to Clement Avenue. On street bike facilities will be used from 6th Street to Howell Avenue.

Will the raised bike lane make a speed hump in my driveway approach?

No, the bike lane will match your driveway elevation.

Parking is not heavily used on Howard Avenue. Can this space be used for other purposes?

Yes, the parking lane will be removed on Howard Avenue from 6th Street to Howell Avenue, and the space will be used for bike lanes and additional median width. Parking will remain from Howell Avenue to Clement Avenue. Also, parking will be provided on the south side of Howard between 6th Street and 5th Place (at the Garden District Community Garden).

Without the parking lane, where will garbage pickup occur?

The parking lane is only being removed where two driving lanes in each direction will be installed. Therefore, garbage pickup can occur with another lane for drivers to pass.

Can the street lights be moved from the median to the outside of the roadway?

Keeping the lighting in the median is a cleaner look with better spacing that is cost effective. Additionally, the light poles are out of the way of traffic and less likely to get hit.

Can roundabouts be incorporated into the final design?

Roundabouts would require acquisition of neighboring properties to allow enough clearance to install the roundabout. There is not enough space within the current right-of-way to install a roundabout within the project corridor.

Will lead water laterals be replaced?

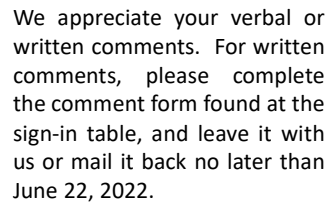
Yes, Milwaukee Water Works will replace lead water laterals prior to pavement replacement work.



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Please use this space to jot down any notes, thoughts, or questions for later.

We appreciate your verbal or written comments. For written comments, please complete the comment form found at the sign-in table, and leave it with us or mail it back no later than June 22, 2022.



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